

## Montana Department of Transportation PO Box 201001 Helena, MT 59620-1001

## Memorandum

To:

Distribution

From:

Paul Ferry, P.E.

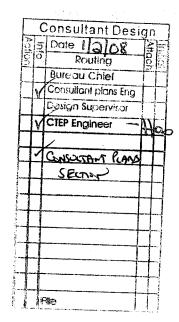
Highways Engineer

Date:

December 28, 2007

Subject:

Fog Seal



Construction and the Materials Bureau have determined that seal and covers applied to the Grade S and Grade D plant mixes perform better when the new plant mix surface goes over a winter without being sealed. This is due to the open-graded characteristics of these mixes and the action of traffic on the unsealed surface. If the newly paved surface cannot be left unsealed over a winter, applying a fog seal will result in a similarly improved performance of the chip seal.

Therefore, Section 409.03.6 of the Standard Specifications has been revised to state that when paving and seal coat placement are performed in the same calendar year, a fog seal must be applied to the paved surface prior to placing the seal and the cover. This revision applies to Grade S and Grade D plant mixes (including commercial mixes).

To address this change, include a quantity of fog seal in the Surfacing summary for all major and minor rehabilitation projects and overlay projects. Do not include a quantity for a fog seal when seal and cover is placed on an existing pavement. A quantity for a fog seal is also not needed for reconstruction projects, as these projects are typically chip sealed the season after the pavement is placed. Calculate the fog seal quantities at an undiluted rate of 0.05 gal/yd<sup>2</sup> (0.20 L/m<sup>2</sup>) of surface area of the finished plant-mix surface.

These projects will be reviewed when it is close to their anticipated letting dates to determine if the fog seal will be needed. The review will generally be done at the Board of Review.

This fog seal quantity should be added to all projects let after March 2008.

If you have questions concerning this, please contact me at 444-6244.

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